



U.S. Department
of Transportation
**Federal Highway
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

**Modification 2 to
MEMORANDUM OF UNDERSTANDING
between
CENTRAL INTELLIGENCE AGENCY
and
FEDERAL HIGHWAY ADMINISTRATION**

The original memorandum of understanding with Modification #1, established and signed into effect on February 13, 1984 and November 6, 1985, respectively, is modified as described herein.

This modification is mutually agreed upon between the Central Intelligence Agency (CIA) and the Federal Highway Administration (FHWA).

Change Modification #1, Paragraph 3, to read as follows:

3. On or about December 31, 1986, the CIA will release the FHWA property used for temporary parking back to FHWA. The property shall be returned with the asphalt paving, light poles and temporary fence retained as is. The CIA will locate and install a new fence on the revised property line as shown on Sketch A. The CIA will develop a landscape plan to provide a buffer of trees agreeable to both the CIA and FHWA. All other conditions and agreements remain as stated.

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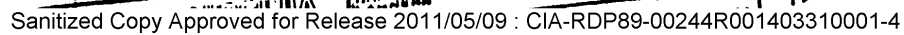


Deputy Director for Administration
Central Intelligence Agency

Date 26 August 1986

Associate Administrator for
Administration
Federal Highway Administration

Date Sept 18, 1986



MEMORANDUM FOR: Deputy Director for Administration

FROM: John M. Ray
Director of Logistics

SUBJECT: Federal Highway Administration Memorandum of Understanding

1. On 16 July 1986, a meeting was held between representatives of the Federal Highway Administration (FHWA) and the Agency to clarify a proposed revision to the existing Memorandum of Understanding (MOU) between our two organizations. As a result of this meeting and subsequent discussions held on 21 July, FHWA will allow the Agency to use part of the FHWA property (in the West A area) for parking until 31 December 1986 vice 30 September 1986. At that time, the Agency will return the property as is rather than landscape it as originally required. This is to allow FHWA to use the area for parking. By mutual agreement, the property to be returned will not correspond exactly to the property provided to us by FHWA. FHWA will gain a few parking spaces and the Agency will gain a like amount of property adjacent to the proposed athletic field. This area will be surveyed, staked, fenced, and properly documented. The Agency will also follow through on its original commitment to deliver 12,000 cubic yards of fill dirt to FHWA.

2. FHWA has prepared an amendment to the existing MOU to reflect the agreements reached during our previous discussions. It is recommended that you sign the attached amendment on behalf of the Agency. This document will then be returned to FHWA for execution. FHWA will provide us with a signed copy of the amendment.

John M. Ray

*This memo summarizes
status of FHWA/dirt
issue. Attached was
"executive" copy of amendment
for OOA signature. Have
not seen it come back.*

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OL/NBFO (12 Aug 86)

DISTRIBUTION:

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OL 2038-86

Central Intelligence Agency



Washington, D.C. 20505

27 JUN 1986

Mr. Daniel Markoff
Associate Administrator for Administration
Federal Highway Administration
U.S. Department of Transportation
400 Seventh Street, SW
Washington, DC 20590

Dear Mr. Markoff:

Thank you for your letter of 6 June 1986 regarding our amended Memorandum of Understanding (MOU).

As discussed informally between our staffs in early May 1986, we will not be able to return the Federal Highway Administration (FHWA) land in accordance with our amended MOU. We sincerely regret this occurrence, but find ourselves further behind our schedule for completion of the Central Intelligence Agency's (CIA) Headquarters Expansion Project than anticipated. As discussed with your staff in early May, we are currently hoping to complete our expansion program in mid-1988, and would therefore anticipate the return of your property in that time frame. In the event that we are able to accelerate the completion of our expansion program, we would plan to return the property to the FHWA at an equally early date.

With respect to the issue of providing transport for some 12,000 cubic yards of fill dirt, I am told that the FHWA has requested and received access approval for some 15 drivers, performing at FHWA tasking, to enter the CIA compound to receive and transport fill dirt. At FHWA's request, the first increment of dirt will approximate 4,000 cubic yards.

We, too, appreciate the cooperation enjoyed between our facility staffs and anticipate their continued fine working relationships. Please feel free to have members of your facility staff contact [redacted] Chief of our New Building Project Office, on [redacted] as circumstances may warrant.

Sincerely,

/s/ William F. Donnelly

William F. Donnelly
Deputy Director
for
Administration

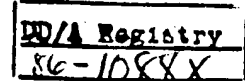
OL/NBPC [redacted] 16 Jun 86
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OL 2021-86



U.S. Department
of Transportation

**Federal Highway
Administration**



400 Seventh St., S.W.
Washington, D.C. 20590

June 6, 1984

Mr. William F. Donnelly
Deputy Director for Administration
Central Intelligence Agency Headquarters
Langley, Virginia 22101

Dear Mr. Donnelly:

In February 1984 at the request of the Central Intelligence Agency (CIA), the Federal Highway Administration (FHWA) made available approximately two acres of land by temporarily altering our fence line to assist the CIA in handling parking needs during the construction of a new CIA parking facility. At that time a Memorandum of Understanding was executed which included conditions for the return of the land to the FHWA in August 1985 (Enclosure 1). The Memorandum of Understanding was subsequently modified at your request to extend the time for the use of the land by the CIA until September 1986 (Enclosure 2). We understand from informal conversations with your staff on May 6 that due to the current construction schedule it is unlikely that the September 1986 date will be met.

In light of our plans to use the loaned parcel of land to construct a centralized storage and holding area for FHWA research vehicles and demonstration equipment, we would like to determine the specific time frame when the parcel of land will be returned to the FHWA. In conjunction with our plan for this parcel of land it would be extremely beneficial to us if the parcel could be returned in its current paved condition.

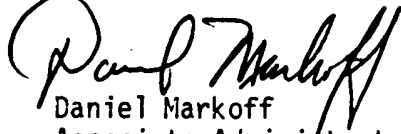
We also understand that there is some question as to whether the CIA will be able to provide the transportation necessary to deliver the 12,000 cubic yards of compactible fill dirt as outlined in the modification to the Memorandum of Understanding. Since anticipated delivery of the fill dirt was a key factor in planning the expansion of a testing area at the Turner-Fairbank Highway Research Center, we would appreciate that you clarify the delivery issue.

We appreciate the cooperation we have enjoyed between our facility staffs over the years, and we look forward to reaching a mutually beneficial solution regarding the return of the loaned parcel of land and delivery of the fill dirt. It would be extremely beneficial to our planning process if we could resolve these issues quickly.

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If you would like to discuss your construction schedule and the future FHWA plans for the loaned parcel of land, please ask your staff to contact Tom Merlo, Chief of the Operations and Services Division, on 426-0596. Thank you very much for your cooperation.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Daniel Markoff". The signature is fluid and cursive, with the first name "Daniel" written in a larger, more prominent script than the last name "Markoff".

Daniel Markoff
Associate Administrator for
Administration

Enclosures

Enclosure 1



U.S. Department
of Transportation
Federal Highway
Administration

SEC. 504(b)(1) - B.W.
Washington, D.C. 20590

MEMORANDUM OF UNDERSTANDING
between
CENTRAL INTELLIGENCE AGENCY
and
FEDERAL HIGHWAY ADMINISTRATION

The following understanding is mutually agreed upon between the Central Intelligence Agency (CIA) and the Federal Highway Administration (FHWA).

1. The CIA will, during May 1984, install a temporary fence enclosing approximately two acres of FHWA property located adjacent to the CIA ballfield in accordance with the location on the attached sketch.

This area will be paved and used to provide temporary vehicle parking during the construction phase of the new CIA parking garage. There will be no access gates provided for entering or exiting CIA employee vehicles through the FHWA property.

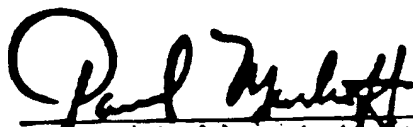
2. The CIA will, during the period of construction excavation, deliver onsite at FHWA approximately 3,000 to 4,000 cubic yards of compactable fill material. The fill area at FHWA is delineated on the attached sketch. The CIA and FHWA will mutually agree on the time when fill materials are to be delivered and the procedures for placing, i.e., route for bringing in fill and access for dumping and returning to the construction site. The FHWA will be responsible for grading and compaction of the fill.
3. During August 1985, the CIA will replace and reconstruct the section of FHWA permanent fence. The new reconstructed fence property line will conform to the attached sketch and will effectively provide a fence line approximately parallel to the FHWA access road by adding ground to the CIA on the west end of the reconstructed fence and subtracting an equivalent amount at the east end. The CIA will procure and plant trees on the FHWA side of the new reconstructed fence line. Tree species, size, and quantity will be mutually agreed upon by the CIA and FHWA.

The CIA will restore the parking ground area to grass by removing paving and reseeding.

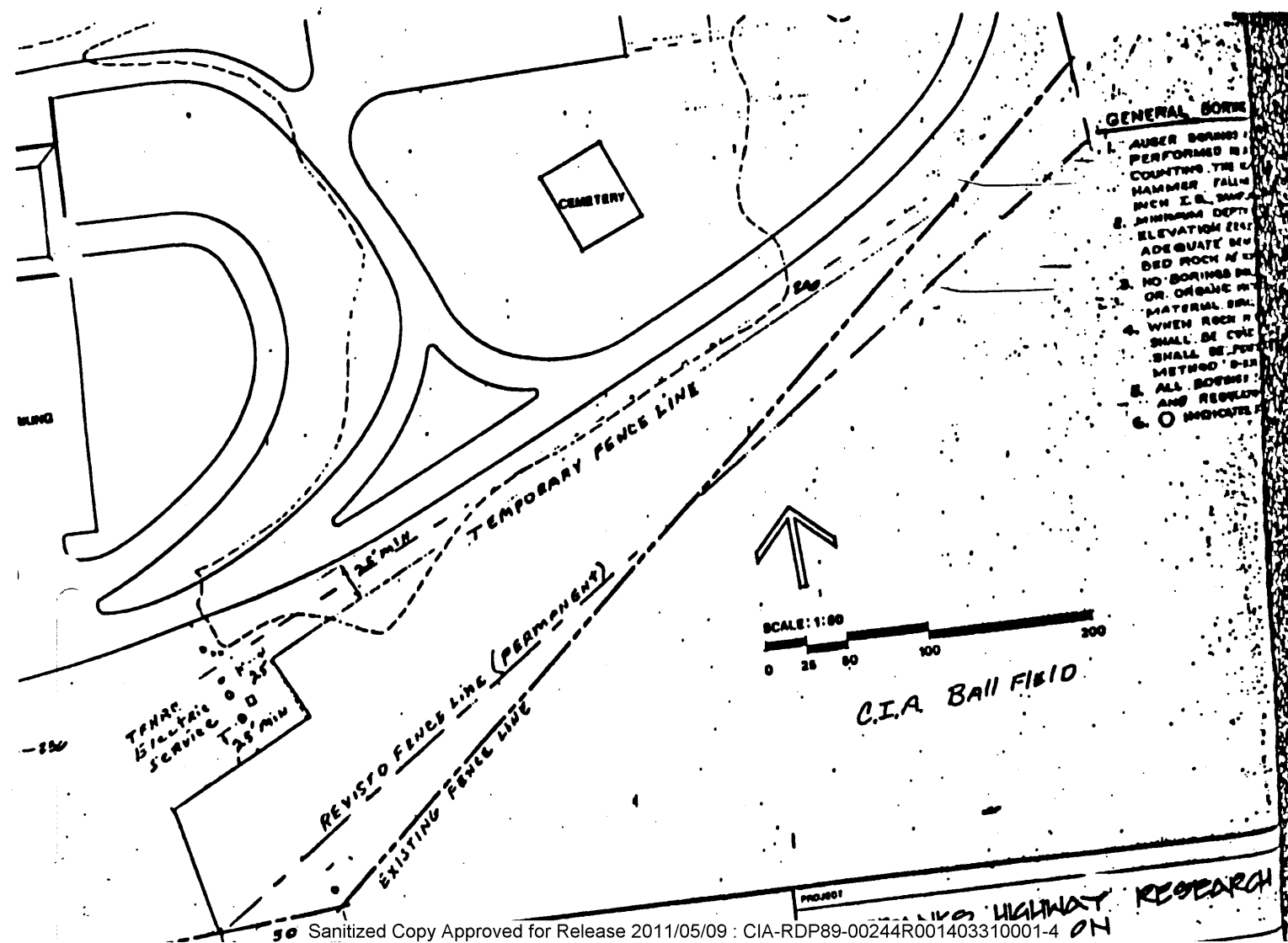
We agree that the understanding as outlined in this memorandum will provide clear guidelines and will contribute to successfully accomplishing the goals and objectives of both the CIA and FHWA.

It is further agreed that this memorandum of understanding may be reviewed at the request of either agency to determine if it shall remain in effect or to the extent to which it should be modified.

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Enclosure 2



U.S. Department
of Transportation
Federal Highway
Administration

480 Seventh St. S.W.
Washington, D.C. 20590

Modification 1 to
MEMORANDUM OF UNDERSTANDING
between
CENTRAL INTELLIGENCE AGENCY
and
FEDERAL HIGHWAY ADMINISTRATION

The original memorandum of understanding, established and signed into effect in February 1984, is modified as described herein.

This modification is mutually agreed upon between the Central Intelligence Agency (CIA) and the Federal Highway Administration (FHWA).

Change Paragraph 3 to read as follows:

3. On or about the first of September 1986, the CIA will restore FHWA property to grade elevations compatible with the adjacent CIA restored ball field as agreed upon by the CIA and the FHWA. The fence property line will be reconstructed and placed in accordance with the attached Sketch A. Landscaping will conform with existing CIA planting plans for Areas 9 and 17.

Add Paragraph 4 as follows:

4. Between now and the first of October 1986, at a time agreeable to the CIA and the FHWA, the CIA will deliver onsite to the FHWA approximately 12,000 cubic yards of compactible fill dirt. The area to be filled is shown on the attached Sketch B. The FHWA shall be responsible for clearing the area and placing and compacting the fill material. All other conditions and agreements remain as stated in the original memorandum of understanding.

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Deputy Director for Administration
Central Intelligence Agency

Date

6 NOV 6 1985

Associate Administrator for
Administration
Federal Highway Administration

Date

10/9/85

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C.I.A. Ball Field

SKETCH A

PROJECT: **WATERBANKS: HIGHWAY RESEARCH**
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